

2003

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

14

Buckingham County
Town of Dillwyn

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Buckingham Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
15	9.30	3800	F	From:	Prince Edward County Line					C	0.093	F	0.578	3900	F	2003
				To:	14-600											
15	5.46	4300	F	91%	1%	3%	1%	4%	0%	F	0.086	F	0.556	4400	F	2003
15	1.45	9400	F	From:	US 60 Sprouses Corner					F	0.093	F	0.539	9600	F	2003
				To:	SR 20 Near Dillwyn											
15	0.39	8800	F	89%	1%	2%	2%	6%	0%	F	0.091	F	0.501	8900	F	2003
				From:	WCL Dillwyn											
				To:	ECL Dillwyn											
Town of Dillwyn																
15	1.10	8800	N	From:	WCL Dillwyn					N	0.091	N	0.501	8900	N	2003
				To:	ECL Dillwyn											
Buckingham County																
15	6.39	4700	G	From:	ECL Dillwyn					F	NA			4600	G	2003
				To:	14-622											
15	5.44	4000	F	89%	1%	2%	2%	6%	0%	C	0.087	F	0.549	4100	F	2003
15	3.03	4300	F	From:	14-715					F	0.081	F	0.552	4400	F	2003
				To:	Fluvanna County Line											
20	2.56	3700	F	From:	US 15 Near Dillwyn					F	0.094	F	0.527	3800	F	2003
				To:	14-631											
20	7.99	2700	F	93%	1%	3%	1%	2%	0%	C	0.093	F	0.547	2800	F	2003
20	8.50	3400	F	From:	14-655					C	0.091	F	0.684	3500	F	2003
				To:	Albemarle County Line											
24	8.71	1400	F	From:	Appomattox County Line					F	0.090	F	0.509	1400	F	2003
				To:	US 60 Mt Rush											
56	2.65	280	F	From:	Nelson County Line					C	0.098	F		290	F	2003
				To:	14-604											
56	7.82	1400	F	82%	0%	7%	3%	7%	0%	F	0.098	F		1400	F	2003
				From:	US 60 Dentons Corner											
				To:	Appomattox County Line											
60	9.37	860	F	79%	1%	4%	3%	14%	0%	F	0.090	F	0.505	870	F	2003
60	2.02	2700	F	From:	SR 24 Mount Rush					C	0.082	F	0.636	2700	F	2003
				To:	SR 56 Dentons Corner											
60	1.75	3800	F	79%	1%	4%	3%	14%	0%	F	0.081	F	0.564	3800	F	2003
60	4.03	4800	F	From:	14-633 Buckingham CH					F	0.083	F	0.534	4900	F	2003
				To:	US 15 Sprouses Corner											
60	8.38	2200	F	88%	1%	3%	1%	6%	0%	C	0.086	F	0.526	2200	F	2003
				From:	Cumberland County Line											
				To:	Cumberland County Line; 14-633											
600	1.95	620	R								NA			NA		03/10/2003
600	2.55	240	F	From:	14-654					F	0.088	F	0.527	250	F	2003
				To:	14-712											
600	2.17	390	F	84%	1%	6%	2%	7%	0%	C	0.094	F	0.595	400	F	2003
				From:	US 15 NORTH											
				To:												

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Buckingham Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
600	0.50	40	R	From:	US 15 NORTH						NA			NA		03/25/2003
				To:	US 15 SOUTH											
601	4.42	200	F	93%	2%	2%	1%	1%	0%	F	0.112	F	0.581	200	F	2003
				To:	14-655											
601	0.95	340	F	93%	2%	2%	1%	1%	0%	F	0.109	F	0.622	340	F	2003
				To:	14-737											
601	2.15	250	F	93%	2%	2%	1%	1%	0%	C	0.097	F	0.542	250	F	2003
				To:	2.15 MN 14-737											
601	1.29	210	F	93%	2%	2%	1%	1%	0%	F	0.096	F	0.6	210	F	2003
				To:	14-604											
602	2.77	590	F	89%	2%	3%	1%	5%	0%	C	0.089	F	0.673	600	F	2003
				To:	14-601											
602	5.62	400	F	89%	2%	3%	1%	5%	0%	F	0.11	F	0.667	410	F	2003
				To:	14-655											
602	2.35	480	F	89%	2%	3%	1%	5%	0%	F	0.103	F	0.505	490	F	2003
				To:	14-627											
602	3.87	320	R	From:							NA			NA		04/01/2003
				To:	Nelson County Line											
603	0.65	30	R	From:	Dead End						NA			NA		03/03/2003
				To:	14-636											
604	3.55	400	R	From:	US 60						NA			NA		04/01/2003
				To:	14-606											
604	2.51	330	F	83%	2%	2%	5%	8%	0%	C	0.116	F	0.59	330	F	2003
				To:	SR 56 SOUTH											
604	4.77	200	R	From:	SR 56 NORTH						NA			NA		04/01/2003
				To:	14-601											
604	0.74	150	R	From:							NA			NA		04/01/2003
				To:	14-693											
605	6.35	120	R	From:	Appomattox County Line						NA			NA		03/07/2000
				To:	14-606											
605	2.10	30	R	From:							NA			NA		04/01/2003
				To:	Dead End											
606	6.60	30	R	From:	14-604						NA			NA		04/01/2003
				To:	14-605											
606	1.60	40	R	From:							NA			NA		03/07/2000
				To:	Dead End											
607	3.90	20	R	From:	US 60 WEST						NA			NA		04/01/2003
				To:	14-604											
607	2.70	110	R	From:							NA			NA		03/21/2000
				To:	14-662											
607	2.65	240	R	From:							NA			NA		03/21/2000
				To:	US 60 EAST											
608	4.18	260	R	From:	Prince Edward County Line						NA			NA		03/14/2000
				To:	14-636 WEST											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
608	1.77	30	R	From:	14-636 EAST						NA			NA		03/05/2003
				To:	14-635											
609	0.70	140	R	From:	Prince Edward County Line						NA			NA		03/05/2003
				To:	14-725											
609	3.80	150	R	From:	14-636 WEST						NA			NA		03/05/2003
				To:	14-636 EAST											
609	6.72	210	R	From:							NA			NA		03/25/2003
				To:	US 15											
610	1.30	70	R	From:	14-729						NA			NA		04/15/2003
				To:	14-676											
610	2.09	310	R	From:							NA			NA		04/15/2003
				To:	US 15											
610	3.70	510	F	91%	2%	4%	1%	2%	0%	C	0.108	F	0.5	520	F	2003
				From:	14-718											
610	2.65	570	F	91%	2%	4%	1%	2%	0%	F	0.122	F	0.577	580	F	2003
				From:	14-670											
610	2.60	550	F	91%	2%	4%	1%	2%	0%	F	0.097	F	0.621	560	F	2003
				To:	24-609; Cumberland County Line											
611	3.45	150	R	From:	14-671						NA			NA		04/15/2003
				To:	14-652											
612	2.39	160	R	From:	Appomattox County Line						NA			NA		03/14/2000
				To:	14-636 WEST											
612	2.40	40	R	From:	14-636 EAST						NA			NA		03/03/2003
				To:	14-640											
613	1.90	70	R	From:	14-622						NA			NA		03/25/2003
				To:	14-696											
613	1.20	60	R	From:	14-717						NA			NA		03/25/2003
				To:	14-694											
613	1.90	50	R	From:	Cumberland County Line						NA			NA		03/25/2003
				To:	Appomattox County Line											
614	1.60	40	R	From:	Appomattox County Line						NA			NA		03/03/2003
				To:	14-636											
615	0.94	170	R	From:	Appomattox County Line						NA			NA		03/21/2000
				To:	0.94 ME OF CL											
615	2.06	70	R	From:	US 60						NA			NA		03/21/2000
				To:	Dead End											
616	0.50	20	R	From:	Dead End						NA			NA		04/01/2003
				To:	14-659											
617	3.20	80	R	From:	14-649						NA			NA		04/23/2003
				To:	SR 20											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(617)	0.85	200	R	From	SR 20						NA			NA		04/23/2003
				To	0.85 ME SR 20											
(617)	0.72	190	R	From							NA			NA		04/23/2003
				To	14-682											
(617)	2.54	100	R	From							NA			NA		04/23/2003
				To	2.54 ME 14-682											
(617)	0.06	160	R	From							NA			NA		04/23/2003
				To	14-676											
(617)	2.00	430	R	From							NA			NA		05/16/2000
				To	US 15 SOUTH											
(617)	1.90	460	R	From	US 15 NORTH						NA			NA		05/16/2000
				To	14-668											
(617)	2.05	320	R	From							NA			NA		05/16/2000
				To	14-666											
(617)	2.40	300	R	From							NA			NA		05/16/2000
				To	Cumberland County Line											
(618)	0.60	20	R	From	14-602						NA			NA		04/01/2003
				To	Dead End											
(619)	1.30	50	R	From	Dead End						NA			NA		03/05/2003
				To	14-636											
(620)	0.99	50	R	From	Dead End						NA			NA		03/05/2003
				To	US 15											
(621)	2.02	360	R	From	US 15; 14-775						NA			NA		10/23/2000
				To	2.02 ME US 15											
(621)	1.01	250	R	From							NA			NA		10/23/2000
				To	14-600											
(622)	2.32	320	R	From	Cumberland County Line						NA			NA		05/09/2000
				To	14-613											
(622)	3.90	570	F	88%	2%	6%	2%	2%	0%	C	0.112	F	0.661	580	F	2003
				To	US 15 NORTH											
(622)	1.81	270	F	88%	2%	6%	2%	2%	0%	F	0.142	F	0.616	280	F	2003
				To	14-676 NORTH											
(622)	1.35	70	R	From	14-676 SOUTH						NA			NA		04/29/2003
				To	14-729											
(622)	4.13	50	R	From							NA			NA		04/15/2003
				To	14-651											
(622)	0.50	130	R	From							NA			NA		04/15/2003
				To	14-671											
(622)	2.10	360	R	From							NA			NA		05/09/2000
				To	SR 20; 14-655											
(623)	1.15	260	R	From	14-600						NA			NA		03/10/2003
				To	14-792											
(623)	1.60	420	R	From							NA			NA		03/10/2003
				To	1.60 M FRM 14-792											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
623	0.60	460	F	From:	1.60 M FRM 14-792				C	0.113	F	0.577	460	F	2003	
				To:	14-632											
624	0.70	80	R	From:	14-626				NA			NA		03/10/2003		
				To:	Dead End											
625	0.70	10	R	From:	14-695				NA			NA		04/01/2003		
				To:	Albemarle County Line, James River, Hatton Ferry											
626	0.40	20	R	From:	Dead End				NA			NA		03/10/2003		
				To:	US 60											
626	0.57	220	R	From:					NA			NA		09/18/2000		
626	1.00	190	R	From:	14-624				NA			NA		09/18/2000		
				To:	1.00 MN 14-624											
626	1.70	90	R	From:					NA			NA		03/10/2003		
				To:	14-650											
627	4.10	390	R	From:	14-602				NA			NA		04/11/2000		
				To:	14-678											
627	0.10	100	R	From:					NA			NA		04/11/2000		
627	1.30	30	R	From:	0.10 MN 14-678				NA			NA		04/01/2003		
				To:	Albemarle County Line											
628	1.60	70	R	From:	14-632				NA			NA		09/18/2000		
				To:	US 60											
628	3.91	230	R	From:					NA			NA		09/18/2000		
				To:	14-650											
629	3.09	410	F	From:	US 60				F	0.126	F	0.628	420	F	2003	
				To:	SCL DILLWYN											
Town of Dillwyn																
629	0.41	470	F	From:	SCL DILLWYN				C	0.12	F	0.589	480	F	2003	
				To:	US 15											
Buckingham County																
630	2.20	40	R	From:	US 15				NA			NA		03/10/2003		
				To:	US 60											
631	6.09	380	R	From:	US 15				NA			NA		04/29/2003		
				To:	SR 20											
631	1.30	780	R	From:					NA			NA		03/04/2003		
631	2.85	380	R	From:	14-665				NA			NA		03/04/2003		
				To:	US 60											
631	0.80	140	R	From:					NA			NA		03/04/2003		
				To:	14-633											
632	0.75	160	R	From:	Cumberland County Line				NA			NA		03/10/2003		
				To:	14-654											
632	2.75	490	R	From:					NA			NA		03/10/2003		
				To:	14-623											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
632	0.10	840	F	From:	14-623					C	0.099	F	0.524	860	F	2003
				To:	US 60											
632	3.10	1000	R	From:						NA			NA		03/10/2003	
				To:	14-650											
633	3.85	310	R	From:	Cumberland County Line; 14-600					NA			NA		05/22/2000	
				To:	14-635											
633	2.65	170	R	From:						NA			NA		05/22/2000	
				To:	14-609											
633	1.39	120	R	From:						NA			NA		05/22/2000	
				To:	1.39 MW 14-609											
633	0.61	140	R	From:						NA			NA		05/22/2000	
				To:	14-707											
633	1.05	150	R	From:						NA			NA		05/22/2000	
				To:	14-774											
633	1.60	130	R	From:						NA			NA		05/22/2000	
				To:	14-640											
633	0.03	230	R	From:						NA			NA		05/22/2000	
				To:	14-639											
633	1.50	160	R	From:						NA			NA		05/22/2000	
				To:	1.50 MN 14-639											
633	0.80	220	R	From:						NA			NA		05/22/2000	
				To:	14-665											
633	2.20	310	R	From:						NA			NA		05/22/2000	
				To:	US 60 EAST											
633	0.10	160	R	From:	US 60 MID					NA			NA		05/22/2000	
				To:	US 60 WEST											
634	0.62	370	R	From:	Cumberland County Line					NA			NA		03/10/2003	
				To:	14-654											
635	1.15	40	R	From:	14-609					NA			NA		03/28/2000	
				To:	14-730											
635	1.25	60	R	From:						NA			NA		03/28/2000	
				To:	14-608											
635	1.90	210	R	From:						NA			NA		03/28/2000	
				To:	14-633											
636	4.10	60	R	From:	US 60					NA			NA		03/03/2003	
				To:	14-697											
636	2.80	30	R	From:						NA			NA		03/03/2003	
				To:	SR 24 WEST											
636	3.40	250	F	From:	SR 24 EAST					F	0.112	F	0.6	260	F	2003
				To:	14-640 EAST											
636	2.00	220	F	From:	95% 0% 2% 0% 2% 0%					F	0.103	F	0.6	220	F	2003
				To:	14-612 WEST											
636	2.55	270	F	From:	95% 0% 2% 0% 2% 0%					F	0.125	F	0.629	270	F	2003
				To:	14-638 EAST											
636	1.00	500	F	From:	95% 0% 2% 0% 2% 0%					F	0.109	F	0.535	510	F	2003
				To:	14-609 WEST											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(636)	2.20	610	F	From:	14-609 WEST				F	0.120	F	0.558	620	F	2003	
				To:	14-619											
(636)	2.60	930	F	From:	95% 0% 2% 0% 2% 0%				C	0.100	F	0.505	950	F	2003	
				To:	US 15											
(636)	3.10	270	R	From:	Cumberland County Line				NA			NA		03/05/2003		
				To:												
(637)	3.70	60	R	From:	14-638				NA			NA		03/03/2003		
				To:	14-609											
(637)	0.20	20	R	From:	Dead End				NA			NA		03/05/2003		
				To:												
(638)	1.50	20	R	From:	Dead End				NA			NA		03/03/2003		
				To:	14-636 WEST											
(638)	4.20	320	R	From:	14-636 EAST				NA			NA		08/29/2000		
				To:	14-640 SOUTH											
(638)	3.80	230	R	From:	14-640 NORTH				NA			NA		08/29/2000		
				To:	14-644											
(638)	1.30	270	F	From:	91% 2% 3% 3% 1% 0%				F	0.138	F	0.627	280	F	2003	
				To:	14-790											
(638)	1.46	380	F	From:	91% 2% 3% 3% 1% 0%				C	0.108	F	0.539	390	F	2003	
				To:	US 60											
(639)	1.04	60	R	From:	14-633 SOUTH				NA			NA		05/22/2000		
				To:	1.04 MN 14-633											
(639)	1.96	30	R	From:	14-633 NORTH				NA			NA		05/22/2000		
				To:												
(640)	0.95	49	R	From:	Appomattox County Line				NA			NA		03/05/2003		
				To:	14-636 WEST											
(640)	4.33	130	F	From:	14-636 EAST				F	0.109	F	0.8	140	F	2003	
				To:	14-642											
(640)	1.05	570	F	From:	92% 0% 3% 2% 3% 0%				F	0.114	F	0.761	580	F	2003	
				To:	14-638 NORTH											
(640)	3.20	550	F	From:	92% 0% 3% 2% 3% 0%				F	0.094	F	0.845	560	F	2003	
				To:	14-633 SOUTH											
(640)	0.10	930	F	From:	92% 0% 3% 2% 3% 0%				C	0.093	F	0.573	950	F	2003	
				To:	14-633 NORTH											
(640)	2.30	850	F	From:	92% 0% 3% 2% 3% 0%				F	0.077	F	0.731	870	F	2003	
				To:	US 15											
(641)	1.40	20	R	From:	14-642				NA			NA		03/03/2003		
				To:	14-638											
(642)	2.50	80	R	From:	14-640				NA			NA		08/29/2000		
				To:	14-641											
(642)	1.47	80	R	From:	SR 24				NA			NA		08/29/2000		
				To:	Dead End											
(643)	0.50	30	R	From:	Dead End				NA			NA		03/03/2003		
				To:	14-640											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
644	3.00	60	R	From:	SR 24						NA			NA		03/03/2003
				To:	14-638											
645	0.45	20	R	From:	Dead End						NA			NA		04/01/2003
				To:	14-698											
646	2.52	170	R	From:	SR 24						NA			NA		03/03/2003
				To:	14-691											
646	1.70	250	R	From:							NA			NA		03/03/2003
646	0.80	90	R	From:	US 60						NA			NA		03/03/2003
				To:	14-607											
647	0.65	70	R	From:	Dead End						NA			NA		05/22/2000
				To:	SR 56											
648	2.65	150	R	From:	US 60						NA			NA		03/04/2003
				To:	14-649											
649	0.80	40	R	From:	SR 56						NA			NA		03/25/2003
649	1.15	80	R	From:	0.80 ME SR 56						NA			NA		05/22/2000
				To:	14-757											
649	0.35	150	R	From:							NA			NA		05/22/2000
				To:	14-602 NORTH											
649	1.50	210	R	From:	14-602 SOUTH						NA			NA		05/22/2000
649	1.80	220	R	From:	14-648						NA			NA		05/22/2000
				To:	14-658											
649	1.52	470	F	97%	0%	1%	1%	1%	0%	F	0.102	F	0.568	480	F	2003
649	0.80	510	F	From:	14-795					F	0.094	F	0.531	520	F	2003
				To:	14-617											
649	0.60	560	F	From:	97% 0% 1% 1% 1% 0%					C	0.099	F	0.574	570	F	2003
				To:	SR 20											
650	1.90	2100	F	From:	US 15					C	0.094	F	0.535	2100	F	2003
				To:	14-632											
650	1.50	1000	F	From:	91% 1% 3% 1% 3% 0%					C	0.09	F	0.511	1000	F	2003
				To:	14-668											
650	2.20	650	F	From:	91% 1% 3% 1% 3% 0%					F	0.098	F	0.699	660	F	2003
				To:	14-667											
650	1.50	290	F	From:	91% 1% 3% 1% 3% 0%					F	0.113	F	0.523	300	F	2003
				To:	14-626											
650	1.10	240	F	From:	91% 1% 3% 1% 3% 0%					F	0.096	F	0.52	240	F	2003
				To:	Cumberland County Line											
651	1.44	150	R	From:	SR 20						NA			NA		05/09/2000
				To:	14-763											
651	0.75	110	R	From:							NA			NA		04/15/2003
				To:	14-701											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(651)	0.80	100	R	From:	14-701						NA			NA		04/15/2003
				To:	14-622											
(652)	4.20	620	F	94%	0%	3%	1%	2%	0%	C	0.109	F	0.591	640	F	2003
(652)	2.30	480	F	From:	14-676					F	0.116	F	0.521	490	F	2003
				To:	14-684											
(652)	1.00	490	F	94%	0%	3%	1%	2%	0%	F	0.129	F	0.529	500	F	2003
(652)	4.80	570	F	From:	14-611					F	0.111	F	0.685	580	F	2003
				To:	SR 20											
(653)	0.05	50	R	From:	14-602						NA			NA		04/01/2003
				To:	0.05 ME 14-602											
(653)	2.05	20	R								NA			NA		04/01/2003
(653)	0.94	40	R	From:	14-698						NA			NA		04/03/2003
				To:	0.94 ME 14-698											
(653)	0.06	60	R								NA			NA		04/01/2003
(654)	2.40	350	R	From:	14-600						NA			NA		03/10/2003
				To:	14-634											
(654)	0.34	680	R								NA			NA		03/10/2003
(655)	3.10	390	F	From:	14-601					F	0.108	F	0.581	400	F	2003
				To:	14-602											
(655)	3.50	1100	F	96%	0%	2%	1%	1%	0%	F	0.097	F	0.714	1100	F	2003
(655)	1.40	1100	F	From:	14-656					C	0.114	F	0.711	1100	F	2003
				To:	SR 20; 14-622											
(656)	2.80	250	R	From:	SR 20						NA			NA		04/15/2003
				To:	14-655											
(657)	0.07	90	R	From:	14-658						NA			NA		04/18/2000
				To:	0.07 MN 14-658											
(657)	2.73	70	R								NA			NA		04/15/2003
(658)	3.21	340	R	From:	14-649						NA			NA		04/04/2000
				To:	14-659 NORTH											
(658)	1.70	230	R								NA			NA		04/04/2000
(658)	1.30	50	R	From:	14-602 SOUTH						NA			NA		04/01/2003
				To:	14-602 NORTH											
(659)	0.50	50	R	From:	14-655						NA			NA		04/18/2000
				To:	14-602											
(659)	0.70	70	R								NA			NA		04/18/2000
(659)	0.50	70	R	From:	0.50 ME 14-602						NA			NA		04/18/2000
				To:	1.20 ME 14-602											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
659	0.76	100	R	From:	1.20 ME 14-602						NA			NA		04/18/2000
				To:	14-658 SOUTH											
659	1.11	190	R	From:	14-658 NORTH						NA			NA		04/18/2000
				To:	14-616											
659	0.30	140	R	From:	0.30 ME 14-616						NA			NA		04/18/2000
				To:	14-735											
659	0.36	170	R	From:	14-657						NA			NA		04/18/2000
				To:	SR 20											
660	3.98	200	R	From:	SR 56						NA			NA		04/01/2003
				To:	14-601											
661	1.54	30	R	From:	14-607						NA			NA		04/01/2003
				To:	1.54 MN 14-607											
661	0.36	120	R	From:	14-663						NA			NA		04/18/2000
				To:	14-662											
662	0.81	70	R	From:	14-607						NA			NA		04/15/2003
				To:	0.81 MN 14-607											
662	3.40	49	R	From:	14-661						NA			NA		04/15/2003
				To:	SR 56											
663	1.30	60	R	From:	14-661						NA			NA		03/25/2003
				To:	SR 56											
663	1.54	330	R	From:	1.54 MN SR 56						NA			NA		03/21/2000
				To:	14-660											
664	2.90	10	R	From:	14-660						NA			NA		04/01/2003
				To:	14-737											
664	1.30	40	R	From:	14-604						NA			NA		04/01/2003
				To:	14-633											
665	1.38	350	R	From:	US 60						NA			NA		03/04/2003
				To:	14-690											
665	0.12	720	R	From:	14-799						NA			NA		05/22/2000
				To:	0.25 MN 14-799											
665	0.20	500	R	From:	14-631						NA			NA		05/22/2000
				To:												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Buckingham County																	
(666)	0.05	340	R	From	14-617						NA			NA		05/16/2000	
(666)	1.65	110	R	To	14-755						NA			NA		03/11/2003	
				From	14-622												
(667)	3.50	160	R	From	14-650						NA			NA		03/10/2003	
				To	14-617												
(668)	0.60	40	R	From	Dead End						NA			NA		03/10/2003	
				To	14-650												
(668)	3.51	220	R	From							NA			NA		07/24/2000	
				To	14-617												
(669)	0.60	46	R	From	Dead End						NA			NA		04/29/2003	
				To	US 15												
(669)	1.00	170	R	From							NA			NA		07/17/2000	
				To	14-732												
(669)	0.12	80	R	From							NA			NA		07/17/2000	
				To	0.12 ME 14-732												
(669)	1.08	80	R	From							NA			NA		07/17/2000	
				To	14-668												
(670)	4.68	670	F	From	14-610						C	0.088	F	0.579	690	F	2003
				To	US 15												
(671)	1.10	150	R	From	14-622						NA			NA		04/15/2003	
				To	14-721												
(671)	2.05	160	R	From							NA			NA		04/15/2003	
				To	14-611												
(671)	1.67	240	R	From							NA			NA		05/02/2000	
				To	14-677												
(671)	3.35	520	R	From							NA			NA		05/02/2000	
				To	US 15												
(672)	2.06	900	R	From	14-670						NA			NA		03/04/2003	
				To	US 15												
(672)	0.04	350	R	From							NA			NA		03/04/2003	
				To	14-796 NORTH												
(672)	1.40	90	R	From	14-796 SOUTH						NA			NA		03/04/2003	
				To	14-675												
(673)	0.30	150	R	From	Dead End						NA			NA		04/15/2003	
				To	14-676												
(673)	0.30	330	R	From							NA			NA		07/06/2000	
				To	14-685												
(673)	0.40	50	R	From							NA			NA		04/15/2003	
				To	14-675												
(673)	0.20	40	R	From							NA			NA		04/15/2003	
				To	Dead End												
(674)	0.37	10	R	From	14-683						NA			NA		03/25/2003	
				To	Dead End												

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(675)	0.45	980	F	From:	14-715				C	0.113	F	0.592	1000	F	2003	
				To:	14-672											
(675)	0.70	640	F	From:	14-685				F	0.106	F	0.591	650	F	2003	
				To:	14-673											
(675)	0.47	90	R	From:					NA			NA		04/15/2003		
				To:	0.47 MN 14-685											
(675)	0.51	50	R	From:					NA			NA		04/15/2003		
				To:	14-617											
(676)	2.00	80	R	From:					NA			NA		04/29/2003		
				To:	14-622 SOUTH											
(676)	1.20	120	R	From:					NA			NA		06/27/2000		
				To:	14-610											
(676)	0.70	130	R	From:					NA			NA		04/15/2003		
				To:	14-726											
(676)	0.40	110	R	From:					NA			NA		04/29/2003		
				To:	14-677											
(676)	1.40	70	R	From:					NA			NA		04/29/2003		
				To:	14-671											
(676)	1.20	200	R	From:					NA			NA		04/15/2003		
				To:	14-733											
(676)	1.00	210	R	From:					NA			NA		04/15/2003		
				To:	14-673											
(676)	2.30	100	R	From:					NA			NA		04/15/2003		
				To:	14-652											
(677)	1.80	120	R	From:					NA			NA		06/27/2000		
				To:	14-676											
(677)	1.35	90	R	From:					NA			NA		04/15/2003		
				To:	Dead End											
(678)	1.35	420	F	From:	SR 20				C	0.099	F	0.8	430	F	2003	
				To:	14-695											
(678)	2.49	480	R	From:					NA			NA		04/01/2003		
				To:	14-723											
(678)	0.30	290	R	From:					NA			NA		04/01/2003		
				To:	14-627											
(679)	1.10	110	R	From:					NA			NA		04/15/2003		
				To:	14-784											
(679)	2.84	80	R	From:					NA			NA		04/15/2003		
				To:	2.84 MN 14-784											
(679)	0.16	140	R	From:					NA			NA		04/15/2003		
				To:	SR 20											
(680)	0.30	170	R	From:	US 15				NA			NA		03/25/2003		
				To:	Dead End											
(681)	0.50	10	R	From:	14-636				NA			NA		03/05/2003		
				To:	Dead End											
(682)	0.65	180	R	From:	14-631				NA			NA		07/17/2000		
				To:	14-764											

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						2Axle	3+Axle	1Trail	2Trail								
Buckingham County																	
682	0.45	170	R	From:	14-764						NA			NA		04/23/2003	
				To:	14-617												
683	2.40	280	R	From:	14-608						NA			NA		07/24/2000	
				To:	US 15 NORTH												
683	1.50	70	R	From:	US 15 SOUTH						NA			NA		03/25/2003	
				To:	14-674												
683	1.10	10	R	From:	Dead End						NA			NA		03/25/2003	
				To:	Dead End												
684	1.00	30	R	From:	Dead End						NA			NA		04/15/2003	
				To:	14-652												
685	0.65	390	F	From:	95%	1%	1%	3%	0%	0%	C	0.093	F	0.543	400	F	2003
				To:	14-673												
686	1.00	80	R	From:	Dead End						NA			NA		10/23/2000	
				To:	US 15												
687	0.30	90	R	From:	14-670						NA			NA		03/04/2003	
				To:	Dead End												
688	0.10	360	F	From:	90%	0%	4%	1%	4%	0%	C	0.106	F	0.684	370	F	2003
				To:	14-670												
689	0.45	70	R	From:	US 15 SOUTH						NA			NA		03/05/2003	
				To:	US 15 NORTH												
689	0.60	130	R	From:	Dead End						NA			NA		03/05/2003	
				To:	Dead End												
690	0.47	40	R	From:	US 60 WEST						NA			NA		03/04/2003	
				To:	US 60 MIDDLE												
690	0.40	460	R	From:	Dead End						NA			NA		03/04/2003	
				To:	14-665												
690	1.05	980	R	From:	US 60 EAST						NA			NA		03/04/2003	
				To:	US 60 EAST												
691	0.55	140	R	From:	14-646						NA			NA		03/03/2003	
				To:	14-753												
691	1.75	160	R	From:	SR 24						NA			NA		03/03/2003	
				To:	SR 24												
692	0.05	90	R	From:	US 15						NA			NA		04/29/2003	
				To:	0.05 MN US 15												
692	0.20	40	R	From:	Dead End						NA			NA		05/09/2000	
				To:	Dead End												
693	0.80	70	R	From:	Dead End						NA			NA		04/01/2003	
				To:	14-604												
694	0.90	50	R	From:	Cumberland County Line						NA			NA		03/25/2003	
				To:	14-613												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
-----2Axle 3+Axle 1Trail 2Trail-----																
Buckingham County																
695	3.52	540	R	From:	14-678						NA			NA		04/11/2000
				To:	SR 20						NA			NA		
695	0.45	100	R	From:	Dead End						NA			NA		04/30/2003
				To:												
696	1.63	40	R	From:	14-613						NA			NA		03/25/2003
				To:	Cumberland County Line											
697	1.80	20	R	From:	14-636						NA			NA		03/03/2003
				To:	14-815						NA			NA		
697	1.20	80	R	From:	14-646						NA			NA		03/03/2003
				To:												
698	0.05	60	R	From:	14-627						NA			NA		04/11/2000
				To:	0.05 MN 14-627						NA			NA		
698	1.45	40	R	From:	14-777						NA			NA		04/01/2003
				To:	14-645						NA			NA		
698	0.85	40	R	From:	14-645						NA			NA		04/01/2003
				To:	14-653						NA			NA		
698	0.80	40	R	From:	SR 20 SOUTH						NA			NA		04/01/2003
				To:												
699	0.65	140	R	From:	SR 20 NORTH						NA			NA		05/02/2000
				To:	14-631						NA			NA		
699	0.45	50	R	From:	SR 20						NA			NA		03/04/2003
				To:	14-631						NA			NA		
700	0.45	110	R	From:	14-631						NA			NA		03/04/2003
				To:												
701	2.30	20	R	From:	14-651						NA			NA		04/15/2003
				To:	14-622											
702	2.00	80	R	From:	Dead End						NA			NA		04/15/2003
				To:	14-655											
703	0.75	140	F	96%	1%	2%	0%	1%	0%	C	0.122	F	0.5	140	F	2003
				To:	Dead End											
704	0.20	710	R	From:	14-655						NA			NA		04/29/2003
				To:	0.20 MN 14-655						NA			NA		
704	1.20	240	R	From:	SR 20						NA			NA		05/09/2000
				To:												
705	0.50	240	R	From:	14-659						NA			NA		04/18/2000
				To:	SR 20						NA			NA		
705	0.65	40	R	From:	Dead End						NA			NA		04/03/2003
				To:												
706	0.30	410	R	From:	US 15						NA			NA		03/11/2003
				To:	14-610											
707	0.50	10	R	From:	Dead End						NA			NA		03/25/2003
				To:	14-633											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Buckingham County																	
708	0.28	40	R	From:	14-602						NA			NA		03/25/2003	
				To:	Dead End												
709	0.45	190	R	From:	US 15						NA			NA		03/28/2000	
				To:	14-758												
709	0.49	50	R	From:	14-758						NA			NA		03/05/2003	
				To:	Dead End												
710	0.25	70	R	From:	Dead End						NA			NA		03/25/2003	
				To:	14-675												
711	2.21	440	R	From:	14-632						NA			NA		03/10/2003	
				To:	14-628												
712	0.55	240	R	From:	14-600						NA			NA		03/10/2003	
				To:	14-792												
713	0.05	60	R	From:	14-695						NA			NA		04/11/2000	
				To:	0.05 MN 14-695												
713	1.37	40	R	From:	14-695						NA			NA		04/01/2003	
				To:	Dead End												
714	0.60	80	R	From:	Dead End						NA			NA		03/10/2003	
				To:	US 15												
715	0.68	1300	F	From:	97%	2%	1%	1%	0%	0%	C	0.101	F	0.611	1300	F	2003
				To:	US 15 NORTH												
716	0.40	60	R	From:	Dead End						NA			NA		04/01/2003	
				To:	14-660												
717	1.50	100	R	From:	14-613						NA			NA		03/04/2003	
				To:	1.50 MN 14-613												
717	1.10	220	R	From:	14-610 SOUTH						NA			NA		07/11/2000	
				To:	14-610 NORTH												
717	1.00	70	R	From:	14-610 NORTH						NA			NA		03/04/2003	
				To:	Dead End												
718	3.20	370	F	From:	92%	2%	3%	0%	2%	0%	C	0.175	F	0.543	380	F	2003
				To:	US 15												
719	0.60	110	R	From:	14-652						NA			NA		04/15/2003	
				To:	Dead End												
720	1.00	120	R	From:	Dead End						NA			NA		04/30/2003	
				To:	1.00 MN Dead End												
720	0.10	190	R	From:	14-652						NA			NA		05/02/2000	
				To:	SR 20												
721	3.10	30	R	From:	14-671						NA			NA		04/15/2003	
				To:	14-652												
722	0.05	140	R	From:	SR 20						NA			NA		05/02/2000	
				To:	0.05 MN SR 20												

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
722	1.65	90	R	From:	0.05 MN SR 20					NA			NA		04/15/2003	
				To:	14-622											
723	4.90	150	R	From:	14-655					NA			NA		04/29/2003	
				To:	14-678											
725	1.58	180	R	From:	14-609					NA			NA		09/08/2000	
				To:	1.58 ME 14-609											
725	0.60	280	R	From:	14-608 NORTH					NA			NA		09/18/2000	
				To:	14-608 SOUTH											
725	0.40	20	R	From:						NA			NA		03/05/2003	
				To:	Dead End											
726	0.70	20	R	From:	14-676					NA			NA		04/29/2003	
				To:	Dead End											
727	1.00	400	R	From:	US 15; 14-715					NA			NA		03/25/2003	
				To:	Dead End											
728	0.75	60	R	From:	14-610					NA			NA		03/04/2003	
				To:	Dead End											
729	0.60	30	R	From:	14-622					NA			NA		04/15/2003	
				To:	14-610											
729	0.50	30	R	From:						NA			NA		04/15/2003	
				To:	Dead End											
730	0.30	8	R	From:	Dead End					NA			NA		03/05/2003	
				To:	14-635											
731	0.01	160	R	From:	US 15					NA			NA		07/17/2000	
				To:	0.01 ME US 15											
731	0.21	120	R	From:	14-786					NA			NA		04/23/2003	
				To:	Dead End											
732	1.00	100	R	From:	14-669					NA			NA		04/29/2003	
				To:	Dead End											
733	0.65	30	R	From:	Dead End					NA			NA		04/15/2003	
				To:	14-676											
Cumberland County																
734	0.50	80	R	From:	24-610					NA			NA		03/04/2003	
				To:	Cumberland County Line											
Buckingham County																
734	1.30	60	R	From:	Cumberland County Line					NA			NA		03/04/2003	
				To:	Dead End											
735	1.00	40	R	From:	Dead End					NA			NA		04/01/2003	
				To:	14-659											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
736	1.30	100	R	From:	Dead End						NA			NA		09/19/2000
				To:	US 60											
737	2.18	80	R	From:	SR 56						NA			NA		04/04/2000
				To:	14-664											
737	2.70	70	R	From:	14-664						NA			NA		04/01/2003
				To:	14-601											
738	2.00	60	R	From:	Dead End						NA			NA		04/01/2003
				To:	14-601											
739	0.60	100	R	From:	Dead End						NA			NA		04/01/2003
				To:	14-678											
740	1.04	310	R	From:	14-655						NA			NA		04/04/2000
				To:	1.04 MW 14-655											
740	2.94	60	R	From:	14-655						NA			NA		04/04/2000
				To:	Dead End											
741	1.00	50	R	From:	SR 56						NA			NA		04/01/2003
				To:	14-604											
742	1.50	60	R	From:	US 60 WEST						NA			NA		03/04/2003
				To:	US 60 EAST; SR 56											
743	3.10	260	R	From:	14-622						NA			NA		03/11/2003
				To:	14-610											
744	0.30	90	R	From:	14-699						NA			NA		03/04/2003
				To:	Dead End											
745	0.60	50	R	From:	14-610						NA			NA		03/25/2003
				To:	Dead End											
746	0.90	60	R	From:	Dead End						NA			NA		03/03/2003
				To:	SR 24											
747	0.76	30	R	From:	SR 20						NA			NA		04/30/2003
				To:	SR 20											
748	0.60	110	R	From:	US 15						NA			NA		03/05/2003
				To:	14-761											
748	0.15	7	R	From:	14-761						NA			NA		03/05/2003
				To:	Dead End											
749	0.83	120	R	From:	14-648						NA			NA		03/04/2003
				To:	Dead End											
750	0.45	190	R	From:	US 15 SW						NA			NA		04/30/2003
				To:	US 15 NE											
751	0.40	9	R	From:	Dead End						NA			NA		04/01/2003
				To:	14-602											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
752	0.35	30	R	From:	Dead End						NA		NA		03/05/2003	
				To:	14-608											
753	0.55	9	R	From:	Dead End						NA		NA		03/03/2003	
				To:	14-691											
754	1.30	80	R	From:	Dead End						NA		NA		03/25/2003	
				To:	14-600											
755	0.95	120	R	From:	14-666						NA		NA		03/11/2003	
				To:	Dead End											
756	0.65	70	R	From:	Dead End						NA		NA		03/25/2003	
				To:	US 15											
757	0.35	20	R	From:	14-649						NA		NA		03/25/2003	
				To:	Dead End											
758	0.25	40	R	From:	Dead End						NA		NA		03/05/2003	
				To:	14-709											
759	0.40	150	R	From:	Dead End						NA		NA		03/04/2003	
				To:	14-670											
760	1.00	70	R	From:	Dead End						NA		NA		04/29/2003	
				To:	14-668											
761	0.20	40	R	From:	Dead End						NA		NA		03/05/2003	
				To:	14-748											
762	0.10	80	R	From:	SR 20						NA		NA		05/02/2000	
				To:	0.10 ME SR 20											
762	0.65	130	R	From:	Dead End						NA		NA		04/30/2003	
				To:	Dead End											
763	1.20	60	R	From:	14-651						NA		NA		04/15/2003	
				To:	Dead End											
764	0.30	80	R	From:	Dead End						NA		NA		04/23/2003	
				To:	14-682											
765	0.50	30	R	From:	Dead End						NA		NA		03/03/2003	
				To:	SR 24											
766	0.27	50	R	From:	Dead End						NA		NA		03/04/2003	
				To:	0.27 MN Dead End											
766	0.14	70	R	From:	Dead End						NA		NA		05/23/2000	
				To:	US 60											
767	0.45	20	R	From:	Dead End						NA		NA		03/03/2003	
				To:	US 60											
768	1.30	50	R	From:	14-640						NA		NA		03/25/2003	
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
769	0.80	46	R	From:	US 15						NA			NA		03/05/2003
				To:	Dead End											
770	0.27	60	R	From:	Dead End						NA			NA		03/04/2003
				To:	14-670											
771	0.35	110	R	From:	14-610						NA			NA		03/04/2003
				To:	Dead End											
772	0.40	45	R	From:	Dead End						NA			NA		05/17/2004
				To:	SR 24											
773	0.25	80	R	From:	Dead End						NA			NA		03/04/2003
				To:	US 60											
774	0.70	20	R	From:	14-633						NA			NA		03/25/2003
				To:	Dead End											
775	1.00	40	R	From:	Dead End						NA			NA		03/25/2003
				To:	US 15; 14-621											
776	0.35	20	R	From:	14-718						NA			NA		03/25/2003
				To:	Dead End											
777	0.20	10	R	From:	14-698						NA			NA		04/01/2003
				To:	Dead End											
778	1.20	70	R	From:	14-650						NA			NA		03/10/2003
				To:	Dead End											
779	0.23	20	R	From:	14-633						NA			NA		03/25/2003
				To:	Dead End											
780	0.20	40	R	From:	Dead End						NA			NA		03/03/2003
				To:	14-638											
781	0.35	50	R	From:	US 15						NA			NA		03/25/2003
				To:	Dead End											
782	0.55	30	R	From:	Dead End						NA			NA		03/04/2003
				To:	14-610											
783	0.20	70	R	From:	SR 20						NA			NA		04/30/2003
				To:	Dead End											
784	0.70	80	R	From:	14-679						NA			NA		04/15/2003
				To:	Dead End											
785	0.30	110	R	From:	14-723						NA			NA		04/15/2003
				To:	Dead End											
786	0.15	80	R	From:	14-731						NA			NA		04/23/2003
				To:	0.15 MN 14-731											
786	0.06	70	R	From:							NA			NA		04/23/2003
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
787	0.90	140	R	From:	14-617						NA			NA		04/23/2003
				To:	Dead End											
788	0.30	200	R	From:	US 15						NA			NA		03/10/2003
				To:	Dead End											
789	0.25	20	R	From:	Dead End						NA			NA		03/03/2003
				To:	14-636											
790	0.40	40	R	From:	Dead End						NA			NA		03/03/2003
				To:	14-638											
791	0.77	40	R	From:	Dead End						NA			NA		03/03/2003
				To:	14-612											
792	0.82	200	R	From:	14-712						NA			NA		03/10/2003
				To:	14-623											
793	0.30	60	R	From:	14-602						NA			NA		04/01/2003
				To:	Dead End											
794	0.15	90	R	From:	Dead End						NA			NA		04/29/2003
				To:	14-622											
795	0.36	30	R	From:	Dead End						NA			NA		03/04/2003
				To:	14-649											
796	0.22	140	R	From:	US 15 SOUTH						NA			NA		03/04/2003
796	0.10	130	F	From:	14-703					C	0.158	F	0.75	130	F	2003
				To:	US 15 NORTH											
797	0.20	230	R	From:	Dead End						NA			NA		04/29/2003
				To:	14-631											
798	0.08	120	R	From:	US 60 WEST						NA			NA		04/30/2003
				To:	US 60 EAST; US15											
799	0.25	110	R	From:	14-665						NA			NA		03/04/2003
				To:	Dead End											
800	0.35	30	R	From:	14-638						NA			NA		03/03/2003
				To:	Dead End											
801	0.09	20	R	From:	US 15						NA			NA		03/25/2003
				To:	Dead End											
804	0.33	NA		From:	Cul-de-Sac						NA			NA		
				To:	14-669											
805	0.20	47	R	From:	Dead End						NA			NA		03/25/2003
				To:	US 15											
810	0.27	70	R	From:	US 15						NA			NA		03/25/2003
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Buckingham County																	
(811)	1.35	130	R	From:	Cul-de-Sac						NA			NA		03/25/2003	
				To:	US 15												
(813)	0.26	60	R	From:	Dead End						NA			NA		09/05/2000	
				To:	US 15												
(815)	1.60	160	R	From:	14-697						NA			NA		03/03/2003	
				To:	SR 24												
(819)	2.10	70	R	From:	Cul-de-Sac						NA			NA		04/01/2003	
				To:	14-602												
(820)	0.33	50	R	From:	Dead End						NA			NA		03/25/2003	
				To:	14-640												
(840)	0.37	120	R	From:	Dead End						NA			NA		03/25/2003	
				To:	US 15												
(841)	0.23	30	R	From:	Dead End						NA			NA		03/25/2003	
				To:	14-840												
(1001)	0.80	350	R	From:	Dead End						NA			NA		04/29/2003	
				To:	SCL Dillwyn												
Town of Dillwyn																	
(1001)	0.07	540	R	From:	SCL Dillwyn						NA			NA		04/29/2003	
				To:	0.07 MN OF SCL												
(1001)	0.14	570	R	From:							NA			NA		04/29/2003	
(1001)	0.10	170	F	From:	93%	1%	1%	2%	2%	0%	F	0.105	F	0.539	180	F	2003
(1001)	0.26	240	F	From:	93%	1%	1%	2%	2%	0%	C	0.149	F	0.514	250	F	2003
(1001)	0.08	410	F	From:	93%	1%	1%	2%	2%	0%	F	0.111	F	0.5	420	F	2003
				To:	US 15												
(1002)	0.17	330	R	From:	14-1001						NA			NA		04/29/2003	
				To:	14-1003												
Buckingham County																	
(1003)	0.40	770	F	From:	SR 20; US 15					C	0.110	F	0.5	780	F	2003	
				To:	WCL Dillwyn												
Town of Dillwyn																	
(1003)	0.24	780	F	From:	WCL DILLWYN					F	0.118	F	0.540	800	F	2003	
				To:													
(1003)	0.09	550	F	From:	93%	1%	1%	1%	4%	0%	F	0.121	F	0.510	560	F	2003
(1003)	0.30	440	F	From:	93%	1%	1%	1%	4%	0%	F	0.125	F	0.653	450	F	2003
				To:	US 15 EAST												
(1004)	0.07	260	R	From:	14-1001						NA			NA		04/29/2003	
				To:	14-1007												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Dillwyn																
(1005)	0.07	40	R	From:	Dead End						NA			NA		04/29/2003
(1005)	0.07	80	R	To:	14-1007						NA			NA		04/29/2003
				From:	14-1001											
(1006)	0.07	60	R	From:	Dead End						NA			NA		04/29/2003
(1006)	0.07	80	R	To:	14-1007						NA			NA		04/29/2003
(1006)	0.10	110	R	From:	14-1001						NA			NA		04/29/2003
				To:	14-1003											
(1007)	0.06	90	R	From:	14-1006						NA			NA		04/29/2003
(1007)	0.07	170	R	To:	14-1005						NA			NA		04/29/2003
(1007)	0.05	470	R	From:	14-1004						NA			NA		04/29/2003
				To:	US 15											
(1008)	0.13	200	R	From:	14-1001						NA			NA		04/29/2003
				To:	14-1003											
(1009)	0.38	160	R	From:	SCL Dillwyn						NA			NA		04/29/2003
				To:	14-1003											
Buckingham County																
(1010)	0.05	810	R	From:	US 15 W; NCL Dillwyn						NA			NA		04/30/2003
(1010)	0.05	490	R	To:	14-1017						NA			NA		04/30/2003
				To:	14-1014; NCL Dillwyn											
Town of Dillwyn																
(1010)	0.19	380	R	From:	14-1014; NCL Dillwyn						NA			NA		04/30/2003
				To:	US 15 EAST											
(1011)	0.07	47	R	From:	Dead End						NA			NA		04/29/2003
(1011)	0.05	120	R	To:	14-1012						NA			NA		04/29/2003
				To:	US 15											
(1012)	0.04	130	R	From:	Dead End						NA			NA		04/29/2003
(1012)	0.06	130	R	To:	14-1011						NA			NA		04/29/2003
				To:	14-629											
(1013)	0.10	20	R	From:	Dead End						NA			NA		04/29/2003
				To:	14-629											
Buckingham County																
(1014)	0.10	30	R	From:	14-1010; NCL Dillwyn						NA			NA		04/30/2003
				To:	Dead End											
Town of Dillwyn																
(1015)	0.07	3	R	From:	Dead End						NA			NA		09/12/2000
				To:	0.07 MN Dead End											

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Buckingham Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Dillwyn																
1015	0.05	10	R		From:	0.07 MN Dead End					NA			NA		09/12/2000
1015	0.10	2300	R		To:	14-1018					NA			NA		09/12/2000
					From:	US 15										
1016	0.06	6	R		To:	Dead End					NA			NA		04/29/2003
					From:	14-1002										
Buckingham County																
1017	1.20	930	R		To:	14-1010					NA			NA		04/30/2003
					From:	Dead End										
Town of Dillwyn																
1018	0.08	610	R		To:	Dead End					NA			NA		04/30/2003
					From:	14-1015										
Buckingham County																
9062	0.12	300	R		To:	Buckingham Primary Sch					NA			NA		03/04/2003
					From:	14-690										
9063	0.18	190	R		To:	Buckingham County HS					NA			NA		03/04/2003
					From:	14-690										
9064	0.05	100	R		To:	Buckingham Art Center					NA			NA		05/07/2003
					From:	US 60										
9066	0.12	270	R		To:	Gold Hill Elem Sch					NA			NA		04/30/2003
					From:	US 15										
9575	0.10	310	R		To:	Dillwyn Primary Sch					NA			NA		04/30/2003
					From:	US 15										
9576	0.15	290	R		To:	Buckingham Jr HS					NA			NA		04/30/2003
					From:	SR 20										
9576	0.09	270	R		To:	Dillwyn Elem School					NA			NA		04/30/2003
					From:	SR 20										